

THE FINEST AND CHEAPEST LOT OF SPONGES IN THE CITY.

For House-cleaning and the Bath, can be found at
McLAIN BROTHERS, Druggists,
No. 1 Washington Hall, Opposite M'Lure House.

WE ARE THE ONLY AGENTS FOR THE GREAT UNITED STATES TEA COMPANY IN THE CITY.

INSURANCE.

"Success is the Best Criterion."

A COMPARISON OF THE BUSINESS

—OF—

The LIFE ASSOCIATION OF AMERICA

For 1869,

With the business of Twenty-seven other Life Insurance Companies—including all the leading Corporations of America—above that the

ASSOCIATION RANKS NO. 1.

standing at the head of the entire list. A few of the Companies effected a larger amount of new insurance, but the amounts cancelled by these were so large as to make the actual increase of business which is, of course, the true test of a Company's progress, less than the actual increase of the Association.

Diagram A.

Showing the actual amount by which the Insurance in force was increased by twenty-one American Life Insurance Companies, during 1869:

1. Life Association of America, \$21,172,073

2. Equitable Life of N. Y. 17,115,574
3. New York Life 14,912,415
4. Continental Life of N. Y. 14,912,415
5. Northwestern of Wis. 9,476,818
6. Phoenix Mutual Life 9,476,818
7. Globe Mutual Life 9,476,818
8. Mutual Benefit Life 9,476,818
9. Charter Oak Life 9,476,818
10. Washington Life 9,476,818
11. New England Mutual 9,476,818
12. Guardian Mutual 9,476,818
13. Knickerbocker Life 9,476,818
14. Penn. Mutual Life 9,476,818
15. Open Mutual Life 9,476,818
16. Union Mutual Life 9,476,818
17. St. Louis Mutual Life 9,476,818
18. John Hancock Life 9,476,818
19. Germania Life 9,476,818
20. Brooklyn Life 9,476,818
21. World Mutual Life 9,476,818
22. Universal Life 9,476,818
23. N. J. Mutual Life 9,476,818
24. North American Life 9,476,818

NOTICE.—The figures in the above Diagram are copied from the sworn statements of the several Companies as published in the Official Report of the New York State Insurance Department received.

DATE OF ORGANIZATION—January 15, 1869.

CENTRAL OFFICE, ST. LOUIS, MO.

JAMES H. BRITTON, President. W. H. HUGHES, Vice President.
Hon. W. M. BARNES, Counsel and Attorney. W. HANLEY, Secretary.

WEST VIRGINIA DEPARTMENT.

OFFICERS.—ALONZO LORING, President; Geo. W. FRANKLIN, Vice President; ROBT. CHANGEL, Treasurer; E. A. HUBBARD, Medical Officer; ROBT. G. BARR, Attorney; N. C. ANTON, Secretary; J. C. ALLEN, General Manager.

Directors.—Gov. W. E. STEVENSON, W. H. WOODWARD, John G. Muir, Chas. H. Booth, Chas. H. Berry, John T. Lakin, John H. Hobbs, M. L. Ott, John A. Armstrong, A. M. Adams, Robt. Orange, Alonzo Loring, Geo. W. Franklin.

This is a home institution, under the control of our own Board of Directors, who invest the funds of the Association, to a large extent, with those who belong to it, hence they derive the double benefit of carrying an insurance upon their lives and at the same time have the use of their own money. It is not this better than investing our money in the East and building up Eastern institutions, to the detriment of our own? Persons desiring to make a SURE PROVISION for their families, let them call and see one. There can be no better investment in the world, and certainly none more secure.

Agent for the District comprising the counties of Hancock, Brooke, Ohio, Marshall, Monongalia, Marion, Wirt and Taylor. Agents wanted.

Office—100 Market Street. Jan19dAw

DRUGGISTS.

FLOWER SEEDS.

A full assortment of William H. Lyman's Flower Seeds, for sale at E. BOCKING'S Pharmacy, mar1

WAX FLOWERS.

Material of all kinds for making Wax Flowers. THE LARGEST AND BEST ASSORTMENT IN WHEELING AT E. BOCKING'S Pharmacy, mar1

BOCKING'S CHOICE

For Purty, Strength, and Delicacy of Flavor are unequalled by any manufactured. Sold wholesale and retail at E. BOCKING'S Pharmacy, mar1

CASWELL, HAZARD & CO'S

PURE COD LIVER OIL. Sold at E. BOCKING'S Pharmacy. mar1

SODA WATER SEASON OF 1871.

Our Soda Fountain is now in operation for the season. Our selection of Fruit and Cream Syrups cannot be excelled. E. BOCKING, mar1

Fine Chemicals and Oils.

Fine Chemicals and Oils, Fine Chemicals and Oils, Fine Chemicals and Oils, mar1

Choice Drugs, Choice Drugs, Choice Drugs.

All Kinds of Grocers Drugs, All Kinds of Grocers Drugs, All Kinds of Grocers Drugs, mar1

Patent Medicines, Patent Medicines, Patent Medicines.

Putty, Glass and Glassware, Putty, Glass and Glassware, Putty, Glass and Glassware, mar1

LAUGHLIN BROS. & CO.,

Wholesale Druggists, WHEELING, W. VA. jun11

LEAD, OIL, & C.

Anchor, Palm-stone, and Beyer, Bauman & Co's Pure Leads. Also Pure Lined Oil, Vaseline, Turpentine, Dryer and Colors. For sale at lowest market rates by LOGAN, LIST & CO. mar1

"EXCELSIOR" BAKING POWDER

VICTORIOUS EVERYWHERE. Biscuit and Butter Cakes made with it melt in your mouth like honey. You can't keep house or hotel without it! The best steam-baked or hot-water bread! The best family cake! The best family cake! The best family cake! Sold by dealers everywhere, and by LOGAN, LIST & CO. mar1

FITLER'S RHEUMATIC REMEDY

Has effected a permanent cure within the past week. Sold only by LOGAN, LIST & CO. mar1

TOILET ARTICLES.

A nice assortment just received at LOGAN, LIST & CO'S mar1

PAPER HANGINGS.

Christy, Constant & Shepherd, MANUFACTURERS AND JOBBERS, No. 501 Broadway, New York. Factory, 210 to 244 West 86th Street. feb10

OYSTERS! OYSTERS!

Fresh Oysters received daily at No. 5 Washington Hall Building, by J. W. WOODS. Agent for King & Co., Baltimore, Md. "Celebrated Family Brand" a specialty. ois1

French and American Confections.

SUGAR TOYS, Fresh Figs, Dates and Raisins; ORANGES and LEMONS; FINE CAKES AND TORTEDES. For sale by DAVIS & MILLER, 40 Main Street. dec1

For the Holidays!

French and American Confections, SUGAR TOYS, Fresh Figs, Dates and Raisins; ORANGES and LEMONS; FINE CAKES AND TORTEDES. For sale by DAVIS & MILLER, 40 Main Street. dec1

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GROCERIES.

MICHIGAN POTATOES.

FOUR HUNDRED BUSHELS CHOICE

Michigan Peach Blow Potatoes.

Just received and for sale by

R. J. SMYTH,

Corner Market and Quincy Streets.

REMOVED.

JOS. SPEIDEL & CO.

Have Removed to No. 44 Main Street, in the room formerly occupied by Jacob Snyder. mar1

JOS. SPEIDEL & CO.

WHOLESALE GROCERS,

44 Main St., Wheeling, W. Va.,

Offer for sale at lowest rates, N. O. Sugar and Molasses, Syrup, Coffee, Rice, Tobacco, Cigars, Fruit, Bacon, Lard, &c.

Retail Dealers are respectfully invited to examine our stock before purchasing. mar14

HENRY K. LIST & CO.,

WHOLESALE GROCERS,

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HENRY K. LIST & CO.,

WHOLESALE GROCERS,

The Intelligencer.

WHEELING AND TOLEDO RAILROAD.

Official Report of the Survey.

Route Excellent, Easy and Cheap.

Messrs. J. M. McLain, J. Dickerson, Sr., and Wm. Campbell, Committee.

General.—In pursuance of your request I have examined and surveyed a line for a railway from Wheeling, W. Va., by the valleys of Indian Wheeling Creek, Crabapple, Brushy Fork and Big Stillwater, to Dennison, Ohio, and now submit a report of its principal characteristics and probable cost.

The survey was commenced at Wheeling Island, at the west end of the wire suspension bridge, there crossing the west channel of the Ohio river and passing through the village of Kirkwood or South Bridgeport, continued up Indian Wheeling Creek, to the mouth of Crabapple, and then by a direct line, about two miles north-west of the village of New Athens. Here the line passes over the ridge dividing the waters flowing into the Ohio and into the Tuscarawas rivers, and thence follows down the Brushy Fork branch of the Stillwater to its confluence with the main stream near Tippecanoe, from whence the valley of Big Stillwater is followed to a point about three miles from Dennison on the farm of John Gatchell, when a low pass in the hills affords the means of leaving the valley of Stillwater and getting into the ravine of Brook's run, by which the line is brought directly to Dennison.

The distance from the initial point of the survey to the crest of the dividing ridge is about six miles, near New Athens, is twenty-four and one-tenth miles, and the total rise from high water mark in the Ohio river at Bridgeport 613 feet. From this point to Dennison the distance is twenty-eight and eight-tenths miles, and the descent 408 feet. The ascent in the valley of Wheeling Creek to the mouth of Crabapple averages seven feet per mile, and is overcome by grades in no case exceeding twenty-six and four-tenths feet per mile. From the mouth of Crabapple to the summit, a distance of six and one-tenth miles, the average is greater, but the grades in no case exceed thirty-three and six-tenths feet per mile, and this rate of ascent occurs only on about three miles near the summit.

At this point a sharp descent is necessary at Bridgeport, and 121 feet below the crest of the hill. The tunnel is located at such an elevation that a coal vein of four and a half feet in thickness traverses the entire eastern approach and about two-thirds of the tunnel, and the work of the heading can be made in the coal. The length of the eastern approach is 1,100 feet and of the western approach 900 feet. From the tunnel westward there is a continually descending grade of 32-8-10 feet per mile, sustained on the sides of the valley for 3 1/2 miles, until the bottom is reached, after which the descent is unvaryingly about 20 feet per mile, and no grade exceeding 13 feet per mile is necessary until the line reaches the gap at Gatchell's about three miles from Dennison. At this point it becomes necessary to resort to an ascending grade of 52-8-10 feet per mile for about one mile in rising from the valley of Big Stillwater to the summit of this gap which is passed by a 200 foot rising and 48 feet extreme depths, and then a descending grade of 39-6-10 feet per mile of about one mile in length, brings the line into Brook's run, after which no grade exceeding 18 feet per mile is necessary to reach Dennison. The survey terminated at a point on the track of the Pittsburgh, Cincinnati & St. Louis Railway opposite the station house in Dennison, 32-9-10 miles from the west end of the suspension bridge on Wheeling Island. The passage from the valley of Stillwater into Brook's run at Gatchell's compels the introduction at that point of the maximum grades used over the summit between Wheeling Creek and Stillwater, at Webb's. It would be exceedingly desirable to make the line, but if it is to reach the town plat of Dennison by a *sine qua non* of this route, I see no other way in which it can be secured. It is true the descent from Gatchell's summit to Dennison may be made at a moderate outlay with grades not exceeding 30-4-10 feet per mile, but the ascent from Stillwater is substantially impossible, and the line being to grades as high as those at Webb's.

In the valley of Wheeling Creek, owing to its confined and tortuous character, the curvature is, considerable, and in order to obtain a proper alignment it is necessary frequently to cross the stream; but after a careful examination I am satisfied that the line can be made to follow the course of the stream, and in the valley of the stream or at any other point between Wheeling and Dennison. The most difficult points on Wheeling Creek occur at Hardesty's at Grimes's and at Dickey's; eight, ten and fourteen miles from Wheeling respectively. At these places, points from the opposite sides of the valley intersect, and such a meeting of the line with curves admissible on railways can be obtained without cutting through them, and deep cuts or short tunnels will be necessary under any circumstances, and a final location may decide which would be most proper. My impression is that four short tunnels from 250 feet to 350 feet in length, would be most reliable, and the line have surmounts. Two of these would be located at Hardesty's, one at Grimes's and one at Dickey's.

The valleys of Crabapple, Brushy Fork, and Big Stillwater, are easy, and with slight exceptions, afford remarkable facilities for the construction of a good line of road at a moderate cost.

Wheeling Creek, between Bridgeport and the mouth of Crabapple, is crossed eighteen times, requiring bridges varying from 80 to 140 feet in length, and Big Stillwater, between Tippecanoe and Gatchell's, is crossed four times, requiring bridges from 120 to 140 feet span. Crabapple and Brushy Fork will also require bridges, but less frequently than Wheeling Creek, and of much lighter and more inexpensive character. Changes will be made in the channels of the streams at various points, by which additional bridging is avoided, but this will nowhere be a very expensive item. On a final location it may be possible to diminish the number of bridges on Wheeling Creek, by additional changes of the channel.

From the notes taken approximate quantities were calculated, and an estimate made of the probable cost of the road. This estimate makes the cost of gradation, masonry and bridging between Bridgeport and Dennison, \$2,310,000, being \$24,333 per mile. The estimate includes only the cost from Bridgeport to Dennison, and makes no provision for crossing from Bridgeport to Wheeling Island.

Examinations were made with a view of improving the line by tunneling through some of the long points, instead of following the valley around them, thus cutting off